FOR MYSORE STATE

P.W. (1954) Department

M. SERIES.

G.O. No. 1027

1027

Dated 25.3.54.

[Despatch Abstract.]

H. H W Deptt - Temply - Execution of bridge works - Construction bridge across Neeleswara - South Kanara District - Spl. staff - Sanctioned

From
Sri K.K.Nambiar,B.E.,M.I.E.,(Ind),
F.Inst.H.E.,(Eng)M.I.Mun.E.,(Eng),
M.Am.Soc.C.E.,M.R.San.I.,
Chief Engineer (Highways),
Chepauk, Madras-5.

To
The Secretary to Government,
Public Works Department,
Fort St. George,
MADRAS--9.

Letter No.31210 A1/53-3 Dated 27th October, 1953.

Sir,

Sub: ESTABLISHMENT - Highways Department - Temporary special staff for Bridge works in West Coast Road.

The Government of India have agreed to bear 50% of the cc of works on West Coast road of which the four works mentioned belc have yet to be started or are in the early stages of execution:-

1. Construction of a bridge across Perumbai river at Mile 75/8 of Taliperamba Payyanur section of Bombay Cape Comorin Road. Estimate Rs. 5.23 l
2. Constructing a bridge across Kanhangote at mile 52/8 of Kanhangad Cheruvathur road. Estimate Rs. 3.62 l
3. Constructing a bridge across Neeleshwar at Mile 50/2 of Kariangote Cheruvathur road. Estimate Rs.3.62 l
4. Constructing a bridge across Poochmugar river on Bombay Cape Comorin Road. Estimate Rs. 4.40 l

A 5th work estimated to cost Rs. 7.70 lakhs viz. the birdge across Kuppam river which lies 10 miles away from the site of No.1 mentic above but does not fall in the revised alignment of the Bombay Cap Comorin Road is also to be taken for execution and Government have been addressed to accord permission to proceed with the work under existing administrative sanction as a State work and orders are awaited. The detailed estimates in respect of all the five works been sent to Government of India and the technical approval and fi sanction are awaited. I had also discussed about these with the Officers of the Roads Organisation at Delhi during my recent visit and further action to obtain the sanction of Government of India i being expedited.

2. Work No. (1) and the Kuppam work lie in the Malabar No Division but the Divisional Engineer (Highways) Kozhikode could no reasonably be expected to devote even a modicum of attention to ei of these works which are 74 and 84 miles distant respectively from Kozhikode by road and about the same distance by rail, as he alrea has on hand 9 bridge works (of which 7 are in the Wynaad area a the ghats) costing in all Rs. 10.7 lakhs and 9 other original non-b works apart from the regular work of the Division.

3. Works Nos. 2; 3 and 4 lie in South Kanara, the former being about 75 miles distant from Mangalore by road and over 50 mi by rail with no conveyance facilities available at the destination No. 4 is about 28 miles from Mangalore. South Kanara has a large number of deep, unbridged river crossings and, except for a small stretch along the coast south of Mangalore, has no railway communi rendering it difficult for the regular Divisional Engineer to move quickly to the various bridge sites. Moreover, this Division has already on hand a number of bridge works and a large number of oth original works and have heavy load of expenditure to be incurred.

Incidentally, this Division also has 7 inter provincial ghat roads which require more than the normal amount of attention. Works Nos. 1, 2 and 3 involve deep and difficult foundations in perennial and tidal rivers and Nos. 3 and 4 involve reinforced concrete work right from foundation to top, and, for the Nileshwar and Kariangotc works the R.C. superstructure is of a new and intricate type and it is therefore considered quite essential that these 4 works (and 5 the Kuppam works is sanctioned) are supervised by a Special Divisic Engineer.

4. It is on account of the various handicaps mentioned abo that the progress of several original works in the West Coast (comprising South Kanara and North Malabar) is not up to the mark. Including the 4 works mentioned in para (1), 60 works are programm for execution on the West Coast area comprising North Malabar and South Kanara, and these will require to be placed in charge of at least 2 Special Divisions. For the present, one Special Divisio is proposed to be in charge of the 4 works mentioned in para (1) so as to facilitate speedy execution of work and enable maximum grant to be drawn from the Government of India. The tempo of work as programmed on the West Coast will increase for the Governm of India have expressed their willingness to give half grant for fresh works on this road and their approval to our proposals sent are awaited. Already more than 2 years have elapsed since the Government of India accorded approval to the list of works includi the 4 works mentioned above. The preliminaries for these 4 works have all been completed and they are in a stage ready for executio The desired progress can be achieved only if there is a separate Division to look after these works for the reasons mentioned in paras 2, 3 and commencement of this para.

5. I recommend therefore, that the following special staf may be sanctioned:-

A
- 1 Divisional Engineer
- 1 Divisional Accountant
- 2 Upper Division Clerks
- 2 Lower Division Clerks
- 1 Typist
- 1 Draftsman II Grade
- 1 Draftsman III Grade
- 1 Tracer
- 3 Peons.

B
- 3 Assistant Engineers
- 4 Junior Engineer and or Supervisors
- 3 Lower Division Clerks
- 6 Peons.

The headquarters of the Division will be at Nileshwar which is a railway station situated only 1 mile and 2 miles respectively from works Nos. 3 and 2 costing Rs. 10 lakhs. The Divisional Engineer will be in direct charge of work No. 3 (Nileshwar) which as alread mentioned, involves a new type of reinforced concrete superstructu The Divisional Engineer will also be in overall charge of works No 1 & 4 (and if Kuppam is included 5). There will be one Assistant Engineer each in direct charge of works Nos. 1, 2 and 4 and there will also be 4 Junior Engineers one for each work.

6. The distance of work No.1 from Nileshwar will be 12 miles by rail and 3 miles by road and that from Nileshwar to N will be nearly 70 miles right along the West coast Road proposed into a highway, with no unbridged river crossings in between except the river at work No.3 itself. The headquarters of th Assistant Enginers will be Payyanur (close to the site of the work No.1) and Mudubidri (6 miles from site of work No.4) and Head Quartersof the Junior Engineers will be located at work only.

1/ Government have already sanctioned a special staff cons
of One Assistant Engineer, One Junior Engineer, 1 Lower Divisio
Clerk and 2 Peons in G.O.Ms.No.3800 P.W. dated 18-9-53, for the
work of constructing a bridge across Poochmugar river, item 4 o
the list mentioned in para 1 above. This is merged in the sanc
now sought for.

2/ The working season in the West Coast is very short I th
request that orders of Government sanctioning the special Divis
staff may be communicated urgently.

P. G. Nambiar 27-X-53

for CHIEF ENGINEER (HIGHWAYS).

T.M.No. 94020 R/53-2 dt 23.12.53.

To

The C.E.(P)

Sub: Establishment - Highways Dept. - Temporary - Special staff for bridge works in West Coast Road

Ref: Your No. 31210 A1/53-3 dated 27-10-53.

It is presumed that the cost of the staff in respect of the four bridge works referred to in your reference cited will be included in the estimate of the works for the purpose of claiming the Government of India grants. Please confirm the presumption.

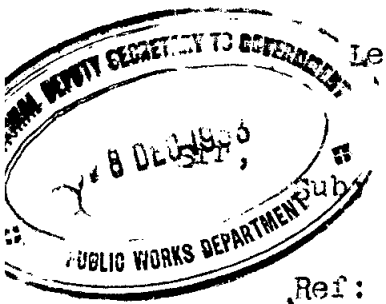
BY SPECIAL MESSANGER.
SPECIAL.

111749

"Highways Department"

From
Sri K.K. Nambiar, B.E.,M.I.E.(Ind).,
F.Inst.,H.E.(Eng).,M.I.Mun.E.(Eng).,
M.Am.Soc.C.E.,M.R.San.I.,
Chief Engineer (Highways),
Chepauk, Madras-5.

To
The Secretary to Government,
Public Works Department,
Fort Saint George,
Madras-9.



Letter No.31210-A1/53-6 dated 28-12-1953.

...

Sub: Establishment - H.W.D. Temporary Special Staff for Bridge works in West Coast.

Ref: Govt. T.M. No.94020-F/53-2 P.W. dated 23-12-1953.

"@"@"

The cost of staff is not included in works expenditure. No such claim has been made on Government Of India so far on the works in west coast road. As this is not yet declared as National Highways no agency charges are also admissible. However as the Government of India are sharing 50% of the cost because it is proposed to treat this as National Highways later, there is a case for asking Government of India to admit agency charges on the amount to be debited to them in which case it will be 10% or actuals whichever is less. This 10% or actuals can be only on the 50% of expenditure. Till this question is taken up as a separate issue with the Government of India and their acceptance obtained it has to be taken that the cost of special staff will not be included for claiming 50% grant.

28.12.53

For Chief Engineer (Highways).

SUMMARY OF COST.

-:-

HEAD OF ACCOUNT. (1)	ITEMS OF EXPENDITURE. (2)	ULTIMATE COST. NON-RECURRING. (3)	ULTIMATE COST. RECURRING. (4)	COST IN 1954-55. (5)
(Establishment- Highways department)			Rs	Rs
50-e. Civil Works - C. Executive Establishments.				
1. Pay of Officers.	One Divisional Engineer on Rs 500-850. Two Asst. Engineers on Rs 260-500.	...	17,800	11,200
2. Pay of establishments.	One Divisional Accountant on Rs 110-300. Three Junior Engineers on Rs 150-250. One U.D.Clerk on Rs 80-110. Four L.D.Clerks on Rs 45-90. One typist on Rs 45-90 One Draftsman -III Grade on Rs 70-120. Five peons on Rs 18-25.	...	18,500	11,400
3. Allowances:-				
Dearness allowance.		...	8,100	6,100
Travelling and other compensatory.		...	500	400
			44,900	29,100

PART II SCHEME FOR 1954-55

Sub: Establishment - Highways Department - Temporary - Special staff for bridge works in West Coast Road.

SUMMARY

Head of Account	Ultimate cost Recurring	Cost in 1954-5
1		Rs.
50.Civil Works - e.Estt - H.W.Dept. E.P.W.R(i) Executive - Esst.	Rs. 55,100	Rs. 55,1

EXPLANATORY NOTE

The Chief Engineer(Highways) has sub mitted proposals for the formation of a speci division with three sub-divisions with staff the execution of the following four Bridge wo costing about Rs. 16.9 lakhs on the West Coast Road:--

	Estimated c (Rs. in lak
(1) Bridge across Perumbai river at M.75/8 of Tali-peramba Payyanur section of Bombay-Cape-Comorin Road	5.23
(2) Bridge across Kariangote at mile 52/8 of Kanhangad-Cheruvathur road	3.62
(3) Bridge across Neeleshwar at M.50/2 of Kanhangad-Cheruvathur Road	3.62
(4) Bridge across Poochmugar river on Bombay Cape-Comorin Road	4.40

The staff applied for by the Chief Engineer (Highways) is as follows:--

One Divisional Engineer
One Divisional Accountant
Two Upper Division Clerks
Two Lower Division Clerks
One Typist
One Draftsman II Grade
One Draftsman III Grade
One Tracer
Three Peons
Three Assistant Engineers

Four Junior Engineers or Supervis
Three Lower Division Clerks
Six Peons

2. The detailed estimates for the works have been sent to the Government of India and their technical approval and financial sanctic are awaited. The Chief Engineer(Highways) has ~~also~~ pointed out that the tempo of the works as programmed on the West Coast Road will increase, as the Government of India have expressed their willingness to give half grant for fresh works on this road. As the working season in the West Coast is very short, he has requested urgent ordns sanctioning ~~of~~ the special division. Work No.(1) referred to in para 1 above lies in North Malabar and is at a distance of 74 miles from Kozhikode, Works Nos. (2), (3) and (4) referred to in para 1 above lie in South Kanara District and are at distances of 28 to 75 miles from Mangalore. The Divisional Engineers of the regular Divisions at Kozhikode and Mangalore, whose work is otherwise heavy, are unable to attend to the 4 bridge works in question, and a Special Divisional Engineer is required, especially as the four bridge works involve deep and difficult foundations in perennial and tidal waters or reinforced concrete foundation right from foundation to top.

3. The Public Works Secretariat and the Finance Department have agreed to the Chief Engine (Highways)'s proposal to the formation of a specia Division but with the following reduced staff for a period of one year in the first instance.

Division Office

Divisional Engineer	One
Divisional Accountant	One
Upper Division Clerk	One
Lower Division Clerks	Two
Typist	One
Draftsman III Grade	One
Peons	Three

Sub-Divisions

Assistant Engineers	Three
Junior Engineers, or Supervisors	Four
Lower Division Clerks	Three
Peons	Four

The staff of one Assistant Engineer, one Junior Engineer, One Lower Division Clerk and two peons already sanctioned for the bridge work referred to in item (4) of para 1 above, will be merged with the above staff.

4. The Finance Department have presumed that the cost of the staff will be included in the estimate of the works for the purpose of claiming the grant from the Government of India The cost of the staff is not included in the works expenditure, and the question of claiming agency charges from the Government of India will be examined separately. The ~~extra cost~~ total expenditure involved on the proposal taking into account the staff already sanctioned for the bridge work referred to in item (4) para 1 above will be about Rs.44,900/- for one year. Finance Department have agreed to the proposal being treated as a Part II Scheme for 1954-55.

5. Necessary provision may be included in the Annual Estimate of Expenditure for 1954-55 as indicated in the above summary.

Item 228 of the printed list of new items for 1954-55

PUBLIC WORKS DEPARTMENT

15

PART II SCHEME FOR 1954-55

Sub: Establishment - Highways Department - Temporary - Special staff for bridge works in West Coast Road.

SUMMARY

Head of Account (1)	Items of Expenditure (2)	ULTIMATE COST Non-Recurring (3)	ULTIMATE COST Recurring (4)	COST IN 1954-55 (5)
			Rs.	Rs.
50.e. Civil Works - Establishment - Highways Department - C.Executive Establishments.				
1.Pay of Officers.	One Divisional Engineer on Rs.500-850. Two Asst.Engineers on Rs.260-500.	..	17,800	11,200
2.Pay of establishments	One Divisional Accountant on Rs.110-300. Three Junior Engineers on Rs.150-250. One Upper Division Clerks on Rs.80-~~100~~ 110 Four Lower Division Clerks on Rs.45-90. One typist on Rs.45-90 plus Rs.10 special pay One Draftsman-III Grade on Rs.70-120. Five peons on Rs.18-25.	..	13,500	11,400
3. Allowances:--				
Dearness Allowance.		..	8,100	6,100
Travelling and other compensatory		..	500	400
			44,900	29,100

EXPLANATORY NOTE

The Chief Engineer(Highways) has submitted proposals for the formation of a special division with three sub-divisions with

	(Rs. in lakhs)
(1) Bridge across Perumbai river at M.75/8 of Taliperamba Payyanur section of Bombay-Cape-Comorin Road	5.23
(2) Bridge across Kariangote at mile 52/8 of Kanhangad-Cheruvathur road	3.62
(3) Bridge across Neeleshwar at M.50/2 of Kanhangad-Cheruvathur Road	3.62
(4) Bridge across Poochmugar river on Bombay Cape-Comorin Road	4.40

The staff applied for by the Chief Engineer(Highways) is as follows:-

One Divisional Engineer
One Divisional Accountant
Two Upper Division Clerks
Two Lower Division Clerks
One Typist
One Draftsman II Grade
One Draftsman III Grade
One Tracer
Three Peons
Three Assistant Engineers
Four Junior Engineers or Supervisors
Three Lower Division Clerks
Six Peons

2. The detailed estimates for the works have been sent to the Government of India and their technical approval and financial sanction are awaited. The Chief Engineer(Highways) has pointed out that the tempo of the works as programmed on the West Coast Road will increase, as the Government of India have expressed their willingness to give half grant for fresh works on this road. As the working season in the West Coast is very short, he has requested urgent orders sanctioning the special division. Work No. (1) referred to in para 1 above lies in North Malabar and is at a distance of 74 miles from Kozhikode, Works Nos. (2), (3) and (4) referred to in para 1 above lie in South Kanara District and are at distances of 28 to 75 miles from Mangalore. The Divisional Engineers of the regular Divisions at Kozhikode and Mangalore, whose work is otherwise heavy, are unable to attend to the 4 bridge works in question, and a Special Divisional Engineer is required, especially as the four bridge works involve deep and difficult foundations in perennial and tidal waters or reinforced concrete foundation right from

foundation to top.

3. The Public Works Secretariat and the Finance Department have agreed to the Chief Engineer(Highways)'s proposal to the formation of a special Division but with the following reduced staff for a period of one year in the first instance.

Division Office

Divisional Engineer	One
Divisional Accountant	One
Upper Division Clerk	One
Lower Division Clerks	Two
Typist	One
Draftsman, III Grade	One
Peons	Three

Sub-Divisions

Assistant Engineers	Three
Junior Engineers, or Supervisors	Four
Lower Division Clerks	Three
Peons	Four

The staff of one Assistant Engineer, one Junior Engineer, One Lower Division Clerk and two peons already sanctioned for the bridge work referred to in item (4) of para 1 above, will be merged with the above staff.

4. The Finance Department have presumed that the cost of the staff will be included in the estimate of the works for the purpose of claiming the grant from the Government of India. The cost of the staff is not included in the works expenditure, and the question of claiming agency charges from the Government of India will be examined separately. The total expenditure involved in the proposal works out to about Rs.55100 per annum. But taking into account the staff already sanctioned for the bridge work referred to in item (4) para 1 above, the net extra cost will be about Rs.44,900/- for one year. Finance Department have agreed to the proposal being treated as a Part II Scheme for 1954-55.

5. Necessary provision may be included in the Annual Estimate of Expenditure for 1954-55 as indicated in the above summary.

T.A.S.Rani,
31-12-53
SECRETARY TO GOVERNMENT.

P.W.A.O. No. 94020 R/1-2-411

Sub: Estt - H.W. Deptt - Tempy. Spl. staff for bridge works - West Coast Road.

Thirty Copies of the Power Scheme note on the above subject may be sent to the Fin. Deptt.

5.1.54.

5.1.54

5.1.54

SPECIAL DEPUTY SECRETARY TO GOVERNMENT
12 JAN 1954
PUBLIC WORKS DEPARTMENT

From

Sri K.K.Nambiar, B.E., M.I.E(Ind)
F.Inst.H.E(Eng) M.I.Mun.E(Eng)
F.Am.Soc.C.E.,
Chief Engineer, Highways,
Chepauk, Madras.5.

To

The Secretary to Government
Public Works Department,
Madras.9.

Letter No.31210-A1-53-7 dated 11-1-54

Sir,

Sub: Establishment - Highways Department - Temporary - special staff for the bridge works in West Coast --

Ref: My letter No.31210-A1-53-6 dated 28-12-53

- - -

I invite kind attention to the correspondence ending with my letter cited, regarding formation of a special division for the bridge works in the West Coast.

2. The work of constructing a bridge across Neeleshwar i.e work No. 3 mentioned in the first para of my letter No.31210-A1-53-3 dated 27-10-53 is now in full swing and requires close and constant supervision. This work cannot go on without an Assistant Engineer supervising it. Otherwise the only alternative is to suspend the work and face possible claims from contractors on th account. The appointment of a Special Assistant Engineer for this work is therefore an immediate necessity. In view of this positic I request that, pending issue of final orders on the proposals for forming a special division, sanction may be accorded immediate ly to the formation of special sub-division at least for the Bridg across Neeleshwar with the special staff consisting of an Assistan Engineer, One supervisor, One Lower Division Clerk and two peons.

P. K. Nambiar
11-1-54

AV/11-1-54

For Chief Engineer (Highways)

Sub: BUDGET - 1954-55 - Part II Scheme.

The Printed list of Part II Schemes for 1954-55 sent by the Finance Department has been added to the current file.

The Standing Finance Committee considered the Part II Schemes put forward by the Public Works Department yesterday.

xx xx xx

7. The other schemes of the P.W.D. viz. Nos. 216, 220, 223, 224, 226 to 229, 231, 236, 237, 243 and 244 were not approved.

xx xx xx

9. After the meeting, I had a brief discussion with M(F) and it was decided that schemes not approved and the remaining parts of schemes partially approved need not be pressed at the Cabinet meeting.

T.M.S.M.
18-1-54

/ True Copy /

GOVERNMENT OF MADRAS
Public Works Department.

U.O.Note No. 9037 B/34-2 dated 10th February, 1954.

Sections noted in the margin may be info that the recommendations of the Standing Finance Committee on the Part II Schemes for 1954-55 as co nicated already have been approved by the Cabinet.

D. Amalorpavanathan,
Assistant Secretary to Gover

H, C. P, A, R and D Sections.

Forwarded / By Order

SUPERINTENDENT

T.M. No. 94020 R/1-2-6 dt 16.2.1-4

To

The C.E (H).

Sub: Estt — H.W. Deptt - Temprg - Spl sta
for Neeleshwar Bridge work in S.K

Ref: your No. 31210/A1/1-3-7 dt 11.1.1-4

Please state how the execut
of the above bridge work is being supervis
now ~~please advise~~ also report the circumsta
~~under~~ in which the Contract in respect
work was entered into and proceede
with, without having the necessary
executive staff.

Ai: With reference to the remarks of the Hon'ble A.C. X on p. 15 n/
it may be mentioned that the work was sanctioned in June 191
as a State Highway work and the question of getting ~~of~~ half grant fr
the Govt. of India in respect of all works in West Bank Road was t
up later. The work is in progress. The information regarding the
~~work~~ supervision of the work is not available. It seems the wor
is being ~~executed~~ supervised by the regular Division. The C.E (I
may be Consulted. The draft at p. 1 ante is submitted for
approval.

15.2.54 ~~A.S.S~~

16.2.54

18414

HIGHWAYS DEPARTMENT.

From

Sri.K.K.Nambiar, B.E., M.I.E(Ind)
F.Inst.H.E(Eng)M.I.Mun.E(Eng)
M.Am.Soc.C.E.,
Chief Engineer, Highways,
Chepauk, Madras.5,

To

The Secretary to Government,
Public Works Department,
Madras.9.

Letter No.31210-A1-53-8 dated 2.3.54

Sir,

Sub: Establishment - Highways Department - Temporary - Special staff - construction of bridge across Neeleshwar River - South Kanara District.

Ref: Govt. T.M.No.94020-R-52-6 P.W dated 16.2.54

- - -

The work of constructing a bridge across Neeleshwar river was originally included in the P.W.R.D programme and was administratively sanctioned in G.O.Ms. 2298 P.W dated 21.6.49 for Rs 3.5 lakhs. A special sub-division consisting of One Assistant Engineer One supervisor, One Lower Division Clerk, One Upper Division Clerk and One peon was also sanctioned for this work in G.O.Ms.No.2821 P.W dated 14.7.49 for a period of one year from date of appointment. This sanction was not however utilised as the estimate for the work was not ready then.

2. Subsequently finding that the work falls on the revised alignment of the west coast road, Government of India were approached to meet the cost of the work. Government of India finally agreed to meet 50% of the expenditure. The estimate for the work was then technically sanctioned for Rs 3.62 lakhs in this office memo No.4118-K2-50.4 dated 16.8.52 and the Superintending Engineer was requested to call for tenders and settle preliminaries.

3. The work was actually commenced in June 1953 by the Superintending Engineer, evidently with the hope that the special staff originally sanctioned for the work would be allowed to be employed at a later stage of the work.

4. Hitherto the regular staff of the division have been supervising the work in preliminary stages and an expenditure of Rs 13,613/- has been incurred on the work to end of December 1953. The work has now reached a definite stage and is in full swing and requires closer attention by separate supervisory staff. The work involves R.C.C work from foundation to deck level for which an Assistant Engineer will have to be present at the works of every day when concrete is being laid. The regular staff of the division will therefore no longer be able to bestow proper attention to the work. The Government of India have now accorded technical approval to the estimate for Rs 2.84 lakhs and financial sanction to one half of the expenditure on the work being debited to Government of India. Vide their letter No.3(5) 53 dated 14.1.54.

It will not be possible to push through the work and complete it before the programmed period viz. 55-56 without the special staff asked for. In view of this position I request that the special staff required for the work as already applied for may be sanctioned very urgently.

23353

From
Sri K.K.Nambiar, B.E.,M.I.E.(Ind),
F.Inst.H.E.(Eng), M.I.Mun.E.(Eng),
M.Am.Soc.C.E.,
Chief Engineer (Highways),
Chepauk, Madras-5.

To
The Secretary to Gover

Public Works Departmer

Madras-9.

Letter No. 31210-A1/53-9 dated 16th March 1954.

ADDITIONAL DEPUTY SECRETARY TO GOVERNMENT
16 MAR 1954
PUBLIC WORKS DEPARTMENT

Sir,

Sub: ESTABLISHMENT - Highways Department - Temporary - special staff for bridge works in West Coast.

Ref: Correspondence ending with my letter No. 31210-A1/53-8 dated 2.3.1954.

In continuation of the letter cited, I enclose a copy of the D. O. Letter from the Superintending Engineer (Highways) Coimbatore No. B1/7118/52 dated 11.3.1954. In the circumstances explained therein, I request that very early orders may be issued sanctioning the special staff requested in my letter No. 31210-A1/53-3 dated 27.10.1953.

P. G. Nambiar
18/3/54

for CHIEF ENGINEER (HIGHWAYS).

Encl: 1 copy of D.O.letter
KSK/17.3.54.

COPY OF D.O.Letter No.B1/7118/52 dated 11.3.1954 from the Superintending Engineer (Highways) Coimbatore to the Chief Engineer (Highways), Madras.

Sub: ESTABLISHMENT - Highways Department - Temporary special staff for Nileshwar and Kariangote bridge works in Mangalore division - sanction - regarding.

Ref: This office No.B1/7118/52 dated 13.6.1953 and Chief Engineer's (Highways) Memo No.31210-A1/53-4 dated 31.10.1953.

In my letter dated 13.6.53 I had applied for sanct for special staff for the Nileshwar and Kariangote bridge works in Mangalore division and in Chief Engineer's (High memo cited above, I have been informed that Government ha been addressed for the special staff.

In my D.O.Letters dated 30.9.53 and 16.11.53, I ha reported that the progress of Nileshwar bridge work havir started in March 1953 suffers much for want of special st and requested for immediate sanction. So far no orders have come. Now the Divisional Engineer (Highways) Mangs has been asked to commence the execution of Kariangote br works also. A copy of the Mangalore Divisional Engine letter representing his difficulties to start the work without the special staff is enclosed.

It is needless to say that these major bridge work require close supervision to do effective work and if the are to be executed without sufficient supervision, it wil be difficult to fix responsibility on any for any consequences which may adversely affect the department.

I therefore request that Government may kindly be apprised of the correct position and sanction for special staff obtained as early as possible.

Encl: copy of D.E's letter

(TRUE COPY)

COPY OF letter F.Dis.3639/EC.1/54 dated 6.3.1954 of the Divisional Engineer (Highways) Mangalore to the Superintending Engineer (Highways) Coimbatore.

Sub: ESTABLISHMENT - Highways Department - Temporary sanc Special staff for constructing a bridge at M.52/3 of Kanhangad Chervathur road - sanction - requested.

Necessary application for the sanction of temporary staff for the above bridge work was submitted to the Super tending Engineer (Highways) Coimbatore in this office lett F.Dis.7852/53 dated 4.6.53. No orders have so far been received sanctioning the requisite special staff for the bridge construction work under report.

In this connection, I have to state that the tender of Sri Gannon Dunkerly & Co., (Madras) Ltd., for the const ction of the above bridge has been accepted by the Superin tending Engineer (Highways) Coimbatore. I have now been asked by the Superintending Engineer (Highways) Coimbatore in his letter No. D3/841/53 dated 23.2.54 t hand over the site to the company contractor and to proceed with the wor expeditiously to avail most of the

The bridge work is within the jurisdiction of Assistant Engineer (Highways) Kasargod, where at present two bridges namely (1) constructing a bridge at K.65/3 of Kalladka Kanhangad road; and (2) constructing a bridge at K.50/2 of Kanhangad Cheruvathur road at Nileshwar are under construction and in progress. No special staff have so far been appointed for these two construction works in spite of repeated requests for special staff. As a temporary measure, the Junior Engineer (Highways) Hatlai bridge work has been directed to be in additional charge of Nileshwar bridge work. The Supervisor (K) Kanhangad is supervising the bridge construction work at K.65/3 of Kalladka Kanhangad road in addition to his regular section duties.

Under the circumstances explained above, it will not be possible for the existing regular staff of Kasargod sub-divisio to give necessary attention to the construction of Kariangote bridge work also and to show anticipated progress during the current working season.

I therefore request that the requisite staff already applied for may kindly be got sanctioned immediately.

I further request that the special staff applied for, fo the Nileshwar bridge work may also kindly be got sanctioned earl

(TRUE COPY)

P.G. Nambiar 18.3.54

for CHIEF ENGINEER (HIGHWAYS).

nsk/17.3.54.

Estt - H.W. Deptt - Temporary -
Execution of bridge works - Construct
of bridge across Neeleshwar - S.K. Dt
Spl. staff - Sanctioned.

Read: From the C.E.(H) No. 31210 A1/
dt 27.10.53.

From the C.E.(H) No. 31210 A1/53
dt 2.2.54.

G.O. Ms. 1027 dt. 25.3.54

The proposal of the C.E
for the formation of a special Divn
for the execution of bridge works ~~ha~~
in West Coast Road has not been
accepted.

2. The Govt. sanction the
employment ~~for a period~~ from the date
of appointment for a period of six mon
or till the need for the staff ceases, of
following staff out of the staff sanctio
in G.O. Ms. No. 2621 P.W. dt 14.7.49
not utilised, for the work of Constru
ting a bridge across the Neeleshwar
river at M. 50/2 of Kanhangad -
Cheruvathur Road, S. Kanara District

One Asst. Engineer
One Supervisor
One Lower Division Clerk
Two peons.

3. The expenditure is debitable to
"50. e. Estt - H.W. Deptt - e (c) Exe
Establishments - I Ordinary Works".

25-3-54.

P.W.(R1)

ub: Establishment - Highways Department - Tempo rary - Execution of bridge works in West coast Road - Special staff - Sanction.

ef: G.O.No. 3800 P.W. dated 18-9-1953.
From the C.E.(H) No. 31210 A1/53-3 dated 27-10-1953.

Please see the letter from the hief Engineer(Highways) at pp. 1-3 c.f.

The Chief Engineer(Highways) has submitted proposals for the formation of a spec Division with the following staff for the execution of four bridge works costing Rs.16.9 lakl in West Coast Road mentioned in para 1, p.1 c.f.

1. Divisional Engineer
1 Divisional Accountant
2 Upper Division Clerks
2 Lower Division Clerks
1 Typist
1 Draftsman II Grade
1 Draftsman III Grade
1 Tracer
3 Peons
3 Asst. Engineers
4 Junior Engineers or Supervisors.
3 Lower Division Clerks
6 Peons

orted that the Government of India have agreed to bear 50% of the cost of the works on West Coast Road and that technical approval and financial sanction of the Government of India are awaited in respect of the above four works including fifth work, viz., construction of a bridge across Kuppam river at a cost of Rs.7.70 lakhs, proposed to be proceeded, with the concurrence of the State Government. The Chief Engineer(~~Electricity~~ Highways) has stated that ~~two~~ lands of the above works lie in North Malabar and the other three works in South Kanara and that they cannot be executed under the supervision of the regular staff, viz., Divisional Engineer(Highways Kozhikode, and the Divisional Engineer(Highways), Mangalore, respectively as the works are far away

from their respective head-quarters. Further the two Divisional Engineers are reported to be having bridge works and other road works to be executed. In view of the fact that the above four bridge wor require special attention, involving special type of work, the C.E. considers it quite essential tha the four works including the Kuppam works if sanct are supervised by a special Divisional Engineer. In this connection he has also indicated that they are 60 works proposed for execution on the West Coast area comprising North Malabar and South Kana and that these will have to be placed in charg of atleast 2 special Divisions. He has also point out that the tempo of the work as programmed on t West Coast will increase as the Government of Indi have expressed their willingness to give half gran for fresh works in this road and that their approv to the proposals sent by this Govt. are also awaite

3. The headquarters of the Division will b at Nileshwar and the Divisional Engineer will be in direct charge of one of the four works and over charge of other works includ the Kuppam bridge work. One Asst. Engineer will be in direct charge of each of the other 3 works and there will be one Junior Engineer or Supervisor for each of the four works. The headquarters of the A.Es will be at Payyanur and Mudubidri and tha of the Juniors at various work sites. The C.E.(H has stated that the special staff sanctioned in G.O.Ms.No. 3808 P.W. dated 18-9-53 for the work of construction of a bridge across Poochumugan river one of the four works mentioned above, will be merged in the special Divisions now proposed by hi As the working season in the West Coast is very short, he has requested urgent orders of the Govt. sanctioning the special Divisions.

4. With reference to 'R' on p.1 c.f., i
may be mentioned that in his letter No.39274-I
51-33 dated 3-11-53, the Chief Engineer(Highw
has requested permission for proceeding with
the work of construction of a bridge at Kuppa
on the Payyanur-Taliparamba section of Bombay
Cape Comorin road, from the State Funds. Th
bridge work, estimated to cost Rs.7.7 lakhs,
comes under the original alignment proposed o
West Coast Road. ~~From the~~ An alternative route via
Palayangadi has since been recommended for th
~~proposed~~ alignment of the West Coast Road. The
Chief Engineer(Highways) has however reported
that when the ~~route~~ revised alignment via Palayangadi is approv
by Government of India, the road between Balia
patam and Payyannur via Taliparamba may have
to be classified as a major District Road and
maintained by (the State) Government as it is an important
town in Chirakkal taluk. This route will be,
it is reported, the shortest one for all the
people on the eastern side of the road to rea
the proposed National Highway. It is submitt
that the question has to be examined in consu
tation with Finance and that it cannot be sai
now, whether the Chief Engineer's proposal to
proceed with the work from the State Funds
will be agreed to. The Chief Engineer(Highw
has stated that the Kuppam work if sanctioned
will be supervised by the Special Divisional
Engineer. Hence the proposal of the Chief
Engineer(Highways) will not be affected even
if it is not sanctioned by the Government.
Three out of four works mentioned in para 1
p.1 c.f. lies in South Kanara District and

the Chief Engineer wants a separate Division for the four works. It may be pointed out ~~that~~ in December 51 the Chief Engineer(Highways) ~~in December~~ submitted proposals for a separate bridge Divi for South Kanara District. The proposals of the Chief Engineer(Highways) were put forward as a part II scheme for 1952-53 and placed bef the Standing Finance Committee. In the discussion, it was agreed that the proposals should be approved only if the bridge works of the South Kanara District were financed from the Central Road funds and not otherwise. As only one work out of 13 works would be financed fro the Central Road Fund, his proposal was deferr In October 1952, the Chief Engineer(Highways) again renewed his proposals for the creation of a special bridge division. Though this Department proposed to agree for a reduced staff, Finance Department did not agree to the proposal in view of the financial stringency ~~existed~~ then. The three bridge works in South Kanara District mentioned by the Chief Enginee (Highways) were included in the 20 works, for execution of which he asked for a Special Divi in October 1952. The Chief Engineer(Highways) has now stated that the Government of India have agreed to bear 50% of the cost of the above works and that in view of the fact that Regular Divisional Engineers Malabar, North and South Kanara are already having a heavy load of work, the desired progress cannot be achieved if there is no separate Division to look after the above four works. It may also be pointed out in this connection that special Divisions have been sanctioned in the past ~~only~~ in the case of big bridge works as shown below.

Name of work	Estimated cost	Staff
..Bharatapuzha Bridge	21.40 lakhs	1 Divisional Engineer 3 Supervisors 1 Draftsman, II Grade 1 Draftsman III Grade 1 Tracer 1 Divl. Accountant & Manager 2 U.D.Clerks 2 L.D.Clerks 1 Typist 4 Peons
2.Coleroon Bridge at Anaikaran Chatram	28.50 lakhs	1 Divisional Engineer 1 Divisional Accountan 4 Supervisors 2 U.D.Cs. 3 L.D.Cs. 1 III Grade Draftsman 1 Typist 4 Peons
.Pennar Bridge at Nellore	33.8 lakhs	1 Divisional Engineer 3 Supervisors 1 Draftsman III Grade 1 Divisional Accountan 1 U.D.C. 3 L.D.Cs 1 Typist 4 Peons
Cauvery Bridge at Pugalur	Rs. 26.00 lakhs	1 Divisional Engineer 4 Supervisors 1 Divisional Accountan & Manager 1 U.D.C. 3 L.D.Cs 1 Typist 1 Draftsman III Grade. 4 Peons

owever in view of the difficulties pointed out
the Chief Engineer(Highways), it is for
onsideration(i)whether for the four bridge works,
ne Divisional Engineer, who will be in direct
harge of one of the works in addition to the
pervision works over the other 3 works, three
ssistant Engineers, four Junior Engineers or
pervisors, four Lower.Division Clerks and
our peons may be allowed according to the usual
ale and(ii)whether for the Division Office, one J.E
Supervisor, one draftsman, III grade, one
visional Accountant, one Upper Division Clerk,
e Lower Division Clerks, one typist and seven one peon
all w.r.t. the scale prescribed in G.O.3267 dt 85;

may be allowed. If this is approved the staff sanctioned in G.O.Ms. 3860 P.W. dated 18-9-1953 may be merged with the above staff.

6. After orders are passed, the file may be sent to Finance for remarks.

27.11.53

28.11.53

P.W.no. 94020 R/53-1
30.11.53.

Fin.(E-II) Deptt.

The case deals with the proposals of the Chief Engineer (Highways) for the formation of a special divison for work connected with the construction of the following bridges:-

ADDITIONAL DEPUTY SECRETARY TO GOVERNMENT
1 DEC 1953
9575
FINANCE DEPARTMENT

1. Construction of a bridge across Perumbai river at Mile 75/8 of Taliperamba Payyanur section of Bombay Cape Comorin Road. Estimate Rs 5.23 lakhs.
2. Constructing a bridge across Kariangote at mile 52/8 of Kanhangad Cheruvathur road. Estimate Rs 3.62 lakhs.
3. Constructing a bridge across Neeleshwar at Mile 50/2 of Kanhangad Cheruvathur Road. Estimte Rs 3.62 lakhs.
4. Constructing abridge across Poochmugar river on Bombay Cape Comorin road. Estimte Rs 4.40 lakhs.

Public Works recommend the Chief Engineer's proposal, subject to certain modifications:-

2. The following statement shows in one view, the staff proposed by the Chief Engineer and the staff recommended by the Public Works Department:-

Designation.	Proposed by the Chief Engineer, (Highways).	Recommended by P.W. (Mombers)
Division Office.		
Divisional Engineer.	1	1
Divisional Accountant.	1	1
Junior Engineer or Supervisor.	-	1
Upper Division Clerks.	2	1
Lower Division Clerks.	2	2
Typist.	1	1
Draftsman II Grade.	1	-
Draftsman III Grade.	1	1
Tracer.	1	-
Peons.	3	7
Sub-divisions.		
Asst. Engineers.	3	3
Junior Engineers or Supervisors	4	4
Lower Division Clerks.	3	4
Peons.		

It is stated that the special staff sanctioned in G.O.Ms.No.3800, Public Works Department, dated 18-9-1953 for the construction of Poochmugar river bridge will be merged with the special division now proposed.

3/ The necessity for the special division has has been explained in detail on pp.1-2 c.f. It is also stated that the Government of India have agreed to bear 50% of the cost of works on West Coas Road. In the circumstances, Finance may agree to the formation of the division as recommended by th Public Works, subject to the following remarks:-

1 Supervisor for Division office:-

It is not clear why the post of a Junior Engineer is recommended by the Public Works Deptt, even though the Chief Engineer (Highways) has not asked for it. Finance may, therefore advise that this post may be cut out.

Peons for Division office:-

The Chief Engineer (Highways) has asked for 3 peons. G.O.No.326, Finance, dated 5-4-1948 only lays down the scale of peons that can be allowed for offices and officers and that it is the maximum admissible. It does not necessarily follow that the maximum number of peons should be allowed in each and every case. Finance may, therefore suggest that it would be sufficient for the present to allow 3 peons, as asked for by the Chief Engineer.

Sub-divisions-

Lower Division Clerks:-

The Chief Engineer has asked for only 3 clerks apparently for the three Assistant Engineers. It is not clear why the post of an additional Lower Division Clerk is recommended by the Public Works dept. Finance may suggest that it would be sufficient to allow 3 Lower Division Clerks for the present.

4. The staff may be sanctioned for a period of one year in the first instance. It is presumed that the cost of the staff will be included in the Estimate of the works for the purpose of claiming the Government of India grant.

If the above suggestions are accepted, the net extra cost, taking into account the staff sanctioned in G.O.Ms.No.3800, Public Works, dated 18-9-1953 which will be merged with the proposed staff, will be about Rs 44,900 for one year.

As there is no special urgency for the staff being employed in the current year itself, Finance may suggest that the proposal may be brought forward as Part-II Scheme for 1954-55, subject to orders being taken in circulation including M(F&E). If, however, the Public Works dept consider it essential to sanction the staff during the course of the current year, the case should be circulated to M(F&E) and C.M.for orders.

Ce
10/12/53

ADDITIONAL DEPUTY SECRETARY TO GOVERNMENT
FILED 1953
PUBLIC WORKS DEPARTMENT

P.W.(R

NOTE FOR CIRCULATION

The Chief Engineer(Highways) has mitted proposals for the formation of a specia Division for the execution of the following four bridge works costing about Rs.16.9 lakhs, on West Coast Road:--

(1) Construction of a bridge across Perumbai river at Mile 75/8 of Taliperamba Payyanur section of Bombay Cape Comorin Road

Estimate Rs. 5.23 lakhs

(2) Constructing a bridge across Kariangote at mile 52/8 of Kanhangad Cheruvathur road.

Estimate Rs. 3.62 lakhs

(3) Constructing a bridge across Neeleshwar at Mile 50/2 of Kanhangad Cheruvathur road

Estimate Rs. 3.62 lakhs

(4) Constructing a bridge across Poochmugar river on Bombay Cape Comorin Road

Estimate Rs. 4.40 lakhs

The Government of India have agreed to bear 50% of the ~~work~~ of the works on West Coast Road. The technical approval and financial sanction of the Government of India in respect of these works are awaited. The first work lies in South Kanara. (in North Malabar and the other 3 works lie) As the existing Division Engineers, Kozhikode, and Mangalore, ~~involve~~- in whose jurisdiction the above works lie, are having other bridge works and other road works to be executed and as the four works involving speci type of works are far away from their headquarters ~~type of works~~ require special attention, the Chief Engineer(Highways) has asked for a speci division. He has also stated that the Kuppam bridge work for which he has asked for sanctio of the Government for proceeding with from the

State Funds, if sanctioned will be attached to the above division. Finance Department have since advised ~~in that case~~ against taking up the work from the State Funds. This Deptt. have agreed with Fin. Deptt. and the C.E.(H) is being informed that the Kuppam bridge work should be deferred for the present. In this connection, the C.E. has indicated that there are 60 works proposed for execution on the West Coast Road comprising North Malabar and South Kanara and that these will have to be placed in charge of atleast 2 special Divisions. He has also pointed out that the tempo of the work ~~in~~ as programmed on the West Coast Road will increase as the Government of India have expressed their willingness to give half grant for fresh works on this road and that their approval to the proposal sent by the Governmen are ~~also~~ awaited.

2. The headquarters of the Division will be at Nileshwar and the Divisional Engineer will be in direct charge of one of the four works and overall charge of other works including the Kuppam bridge wor One Assistant Engineer will be in direct charge of each of the other 3 works and there will be one Junior Engineer or Supervisor for each of the four works. The headquarters of the Assistant Engineers will be at Payyanur and Kudubidri and that of the Juniors (Engineers) at various work sites. The Chief Engineer (H has stated that the special staff sanctioned in G.O.N No. 3800 P.W. dated 18-9-1953 for the work of construction of a bridge across Poochmugay river(cost Rs. 4.40 lakhs), one of the four works mentioned abov will be merged in the special Division now proposed by him. As the working season in the West Coast is very short, he has requested urgent orders of the Government sanctioning the special Division.

3. The following statement shows in one vie the staff proposed by the Chief Engineer(Highways), the staff as recommended by ~~this Department~~ P.W. Sectt. and staff

as agreed to Finance Department:—

Designation	Proposed by the C.E.(H)	Recommended by P.W.Sett.	Agreed to by Finance Department
(1)	(2)	(3)	(4)
Division Office			
Divl.Engineer	1	1	1
ivisional Accountant	1	1	1
nior Engineer or Supervisor	-	1	-
per Division Clerks	2	1	1
wer Division Clerks	2	2	2
pist	1	1	1
aftsman II Grade	1	-	-
aftsman III Grade	1	1	1
acer	1	-	-
ons	3	7	3
b-Division			
st.Engineers	3	3	3
nior Engineer or Supervisors	4	4	4
wer Division Clerks	3	4	3
ons	6	4	4
Extra cost	60,600	61,400	55,100

Finance Department have agreed to the sancti
of the special division ~~recommended by them~~
a period of one year in the first instance.
They have presumed that the cost of the staf
will be included in the estimate of the work
for the purpose of claiming the grant from t
Government of India. The Government of Indi
will not meet the expenditure on account of
This may be got confirmed from the Chief Eng
(Highways). A draft T.M. is submitted. Aft
approval it may be removed for issue. The e
cost involved on the proposal taking into ac
the staff sanctioned in G.O.Ms.No. 3800 P.W.
ated 18-9-1953 which will be merged with the

osed staff, will be about Rs.44,900 for one year. As there is no special urgency for the staff being employed in the current year itself, Finance have suggested that the proposal may be brought forward as Part II scheme for 1954-55, subject to orders being taken in circulation including M. (F & E). They have also stated that it is considered ~~it~~ essential to sanction the staff during the Course of the current year itself the case should be circulated to M(F & E) and C.M. for orders. Now the point for orders is whether the proposal is to be treated as a Part II Scheme for 1954-55 or whether it may be introduced in the current year itself.

The CE.(H) has stated that the detailed estimates in respect of the works have been sent to the Govt. of India, and that their technical approval and financial sanction are awaited. This dept. may therefore agree with Finance that there is now no special urgency for the staff.

The proposal may be treated as a part II Scheme for 1954-55, as suggested by Finance Dept.

22.12.53 Secy.

22/12/53.

M(W)
M(H&E) } as ~~&~~ yr. H.

24/12

(The T.H. Branch have since been informed by the Secretariat)

SECRETARIAT TO GOVT. PUBL. 26 DEC 1953

please see my note at pp. 1-2 ante

In reference to 'Y' on p. 11 ante, the C.E.(H) has stated that the cost of the staff is not included in the works expenditure and that no claims has been made on the Govt. of India so far on the works in the West Coast Road. Hence the expenditure on account of the staff will have to be met from the State funds. A draft Part-II Scheme note is submitted for approval. It may be sent to perhaps in for acceptance. The CE(H) may be asked to submit proposals for addressing the Govt of India for admitting agency charges on the amounts to be debited to them

Retyped draft and covering submitted.

2.1.53.

1.2.53

30-12-53 Secy.

11.2.1/1/54

Finance (EII)

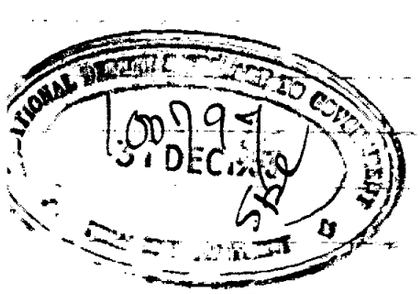
(Previous Fin. note on pp 7-8 above)

The orders in circulation on p 12 above may be perused.

The draft Part II Scheme note as amended in pencil below may be accepted subject to the remark that the summary as shown in the fly leaf on p 1 of the draft may be substituted for the summary on p 1 of the draft.

4/1/54 4/1/54

P.W. 4/1/54 as amended



Finance 100797 Spl-1
4.1.54

Through BF II
1.54

With reference to Orders at p. 13 ante, a draft n.o. note to Fin Deptt is submitted for approval.

8b
5.1.54.
5.1.54

= Issued as p.w.n.o. No. 94020 K(1)-4 dt. 5.1.54 =

(From the C.E.(H) No. 31210-A1/53-7 d/ 11-1-54.)

Please see the note at pp. 9-12 ante and his further report at p. 21 c.f. He has now stated that the work of constructing a bridge across Neeleshwar item 3 at 'A' on p.1 ~~ante~~ c.f., is in full ~~running~~ swing and it cannot go on ~~with~~ without an Asst.Engineer supervising it and that the only alternative is to suspend the work and face possible claims from the contractors on that account. Hence he has requested that pending orders of the Government on his proposals in letters dated 27-10-53, for the formation of a special Division for four bridge works, vide 'A' on p.1 ~~ante~~, a sub-division consisting of one Assistant Engineer, one supervisor, one Lower Division Clerk and two peons may be sanctioned immediately.

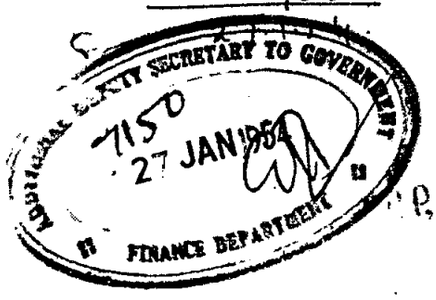
2. It is submitted that the Standing Finance Committee which considered the ~~above~~ proposa for the formation of a division, as Part II Scheme, has not ~~approved of the above case~~ approved it. (1) The ratification of the Cabinet is awaited. The proposals of the Chief Engineer(Highways) for the formation of a special Division will have to be deferred as soon as the decision of the Cabinet is received. In the circumstances now reported by the Chief Engineer(Highways) his ... of

the formation of a sub-division consisting of one Assistant Engineer, One Supervisor, one Lower Division Clerk and two peons may be accepted. Finance may see for remarks.

22.1.54.
25.1.54.

25.1.52

P.W.a.o. 9402DR/53-5



Fin.(E-II) Deptt.

(Finance last saw on p.13 above).

Further note of P.W.D. on pp.14-15 above may be perused.

For the reasons explained in paragraph 1 of t note on p.14 above, P.W.D. recommend the employmen of the following additional staff for the work of constructing ~~of~~ a bridge across Neeleshwar.

1 Asst. Engineer.
1 Supervisor.
1 L.D.Clerk.
2 Peons.

The extra cost involved is about Rs 10,200/- for one year.

2. The C.E. has stated that the work at Neeleshwar is in full swing and that if the additiona staff asked for by ~~them~~ him are not agreed to, the work wi have to be suspended and face the possible claims from the Contractors. It is not clear whether the execution of the work has been duly ca how ~~the wor~~ it is now being supervised.

It is not also clear why the C.E. has entered int contracts and allowed the work to proceed ~~work~~ wit out having the necessary executive staff. However in the special circumstances of the case, Finance need not object to the employment of special staff referred to in paragraph 1 above, subject to orders being taken in circulation including M.(F.&.E.) an C.M., involving the appointment of the staff in question as the proposal has not been recommended by t

(Part II schemes)
budget proposals for 1954-55-

PWD

P.W.D.

NOTE FOR CIRCULATION.

In October 1953, the Chief Engineer (Highways) submitted proposals for the formation of a special division with three sub-divisions and ~~with~~ the necessary staff for the execution of the following four Bridge Works costing about Rs. 16.9 lakhs on the West Coast Road:--

Fin no 7150 EII-1
9943 5-2-54

ASST. SECRETARY TO GOVERNMENT
6-FEB 1954
PUBLIC WORKS DEPARTMENT

	Estimate cost (Rs.in lakhs)
(1) Bridge across Perumbai river at M.75/8 of Taliperamba Payyanur section of Bombay-Cape-Comorin road	5.23
(2) Bridge across Kariangote at mile 52/8 of Kanhangad-Cheruvathur road	3.62
(3) Bridge across Veeleshwar at 50/2 of Kanhangad-Cheruvathur road	3.62
(4) Bridge across Poochmugar river on Bombay-Cape-Comorin Road	4.1[illegible]

The staff applied for by the Chief Engineer (Highways) ~~is~~ was as follows:--

One Divisional Engineer
One Divisional Accountant
Two Upper Division Clerks
Two Lower Division Clerks
One Typist
One Draftsman II Grade
One Draftsman III Grade
One Tracer
Three Peons
Three Assistant Engineers
Four Junior Engineers or Supervisors
Three Lower Division Clerks
Six Peons

sanctioned for the work in item 4 p.16 ante.

2. The Public Works Secretariat and the Finance Department agreed to the proposal of the C.E.(H) for the formation of a special Division, but with the following reduced staff for a period of one year in the first instance, subject to 'AA' above:—

Division Office.

One Divisional Engineer ✓
One Divisional Accountant ✓
One Upper Division Clerk ✓
Two Lower Division Clerks ✓
One Typist ✓
One Draftsman III Grade. ✓
Three peons. ✓

Sub Divisions.

Three Assistant Engineers. ✓
Four Junior Engineers or Supervisors ✓
Three Lower Division Clerks. ✓
Four peons. ✓

The proposal was treated as a Part II Scheme for 1954-55 but was not approved by the Standing Finar Committee and the Cabinet. Before orders were communicated to the C.E.(H), he has ~~now~~ stated that the work of constructing a bridge across Neelshwar work in item 3 p.16 ante is in full swing, ~~and~~ that it cannot go on without an Assistant Engineer supe vising it, and that the only alternative is to susp the work and face possible claims from the contrac on that account. In this connection, he has state that the work was sanctioned as a State Highway wo in 1949 and a special sub-division consisting of o Assistant Engineer, one Supervisor, one Upper Divi

Clerk, one Lower Division Clerk and one peon was also sanctioned for its execution in G.O. Ms.No.2621 P.W., dated 14-7-49, and that the staff was not utilised as the estimate was not ready then. Subsequently as the work was on West Coast Road, the Govt. of India agreed to meet 50% of the cost of the work in accordance with the decision to bear 50% on the cost of the improvements of that road. It is reported that the Superintending Engineer (Highways) commenced the work in June 1953 with the regular staff of t South Kanara Division with the hope that the spe staff originally sanctioned for the work would be allowed to be employed at a later stage of the wo As the work has reached a stage requiring a close attention by separate supervisory staff, the C.E. has now requested that pending issue of orders on his proposal for the formation of a spec Division for the bridge works, a sub division cons of the following staff may be sanctioned for the construction of the Neeleshwar Bridge work.

One Assistant Engineer -
One Supervisor
One Lower Division Clerk
Two peons.

In view of the special circumstances of the case, t Public Works Secretariat consider that a special sub-division asked for by the C.E.(H) may be sanctioned. The extra cost involved is Rs.10,200 p.a Finance Deptt. have also agreed subject to orders being taken in circulation including M.(F & E) and Chief Minister, as the proposal for the formati of a special division involving the appointment of

the staff in question has not been approved by the Standing Finance Committee and the Cabinet.

3 For orders as to circulation.

b
.3.54
9.3.54.

The staff referred to at XX on page 18 ante may be sanctioned for six months, or till the need for the staff ceases, whichever is earlier.

This is almost a case of revival of a sub-Division already sanctioned for the same work but not utilised, which is referred to at kk on pages 17-18 ante.

T. V. Natesan
21-3-5

M. (W.) [signature] 23/3

1. (F.&E.) [signature]
25.3.54

With reference to Orders in circulation at p. 19 ante, a draft Order is submitted for a

25-3-54.

25-3-54

[Bombay G.O.Ms. No. 1027 P.W. dt 25-3-54